

## **RESOLUTION NO. 3695**

### **A RESOLUTION APPROVING AN ELEVENTH AMENDMENT TO THE SOUTH BEACH URBAN RENEWAL PLAN AND REPORT**

#### **FINDINGS:**

1. City of Newport adopted a South Beach Urban Renewal Plan and Report (“Plan”), dated September 12, 1983, by Ordinance No. 1341, and Lincoln County did subsequently approve the Plan by Resolution 83-26-9. Ten amendments to the Plan have been previously adopted with the most recent being dated September 2013.
2. On July 10, 2014 the Newport Urban Renewal Agency entered into a purchase and sale agreement with Thank Dad, LLC to purchase a 2.33 acre parcel at the NE corner of US 101 and 35th Street (Portion of Lot 2, Block J, Harborton Subdivision). The agreement notes that the sale is contingent upon Agency amending the South Beach Urban Renewal Plan to ensure sufficient funds are programmed for the purchase.
3. Agency’s decision to enter into the purchase and sale agreement came about as a result of its need to acquire right-of-way from the parcel in order to construct a signalized intersection at 35th Street and US 101, extend 35th Street from US 101 to Ferry Slip Road, widen and install a multi-use path along Ferry Slip Road, and install sidewalk along the east side of US 101, all of which are budgeted Phase 2 urban renewal infrastructure projects. The property owner indicated a willingness to sell the entire parcel.
4. Acquisition of the property is advantageous, in the near term, because it provides Agency with the flexibility to reconfigure the parcel, as needed, to accommodate the above improvements which will be constructed between 2015 and 2018. This purchase also affords the Agency an opportunity to position the property for resale to a private developer once the infrastructure work is completed. A plan for redeveloping the site will be developed with public input, and will likely emphasize attracting retail service uses (e.g. grocery store, gas station, restaurant, etc.), as such uses are critical to the continued economic growth of South Beach. It is Agency’s intent to use proceeds from the sale to accelerate the urban renewal district’s debt retirement.
5. Agency’s interest in the subject property was announced at a City of Newport Town Hall Meeting held on June 30, 2014. South Beach property owners received mail notice of the meeting, and over 100 individuals attended. The July 7, 2014 date for Agency consideration of the purchase agreement was announced at that time.
6. An outreach meeting was held on October 27, 2014, at which Agency invited the public to provide feedback on whether or not it should proceed with this Plan Amendment and complete the purchase. A total of 464 notices were sent to property owners and interested parties inviting them to attend the meeting. Twelve people attended the outreach session, including four individuals representing the ownership of subject property. Notice for the October 27<sup>th</sup> meeting also included the date, time, and location for when the Agency is scheduled to act on this Plan Amendment.

7. To ensure sufficient funds are programmed to purchase the subject property, this minor amendment consolidates Phase 2 funding for strategic site acquisition for reuse; site preparation for reuse; and acquisition for economic development, community facilities, and affordable housing under the heading of “strategic site acquisition for reuse” and increases the budget from \$500,000 to \$1,540,000.
8. In order to offset the increase, \$100,000 in funding for a wetland mitigation bank and \$150,000 earmarked as match for street paving LIDs in the Coho/Brant neighborhood is being eliminated. These projects will not be undertaken during Phase 2 (2013-2016) and there is funding earmarked for both in Phase 3 should the projects become viable at that time. Further, funding for the construction of a SW 26th Street Lift Station is being eliminated because it is unlikely to be needed in Phase 2 and if needed could be funded by a private developer. Funding for right-of-way acquisition is reduced to \$265,000. This is reasonable given that acquisition of the parcel negates Agency’s need to purchase right-of-way at the same location. Lastly, funds for park, open space, and trail acquisition have been reduced to \$50,000. The only project of this nature planned for Phase 2 is the construction of a trail from SE Chestnut Street to the Oregon Coast Community College. The trail alignment is only partially within the urban renewal district, and \$50,000 represents the Agency’s proportional contribution. In sum, the reductions listed, in conjunction with \$420,000 in unexpended funds from Phase 1, off-set the increase in funding for site acquisition so that the total amount of the planned borrow for Phase 2 construction funds is unchanged at just under \$5,400,000.
9. Consistent with ORS 457.085, the Plan and Report must specifically identify projects and provide a financial analysis with sufficient information to determine the Plan’s feasibility before urban renewal funds can be expended. The proposed amendments address these requirements, but do not alter the major assumptions, purposes and objectives underlying the Plan. They, therefore, are properly characterized and adopted as minor plan amendments under Agency Resolution No. 91-4, the 3<sup>rd</sup> amendment to the Plan, Plan Section VIII.
10. Changes to the Plan are outlined in detail in this Minor Amendment Eleven to the South Beach Urban Renewal Plan and Report, and are consistent with the requirements for minor amendments set forth in Chapter 457 of the Oregon Revised Statutes and the third amendment to the South Beach Urban Renewal Plan and Report, dated September 11, 1991, by Ordinance 91-4, which contains the provisions for amending the Plan. While minor amendments, as opposed to substantial amendments, are not required to be recorded, a copy of this minor amendment should nonetheless be filed with the Lincoln County Clerk to maintain a clear record of the amendments to the Plan. Copies of this minor amendment should also be provided to taxing entities within the district.
11. The Newport City Council and Urban Renewal Agency considered Minor Amendment Eleven to the South Beach Urban Renewal Plan and Report at a public meeting on November 17, 2014 and voted to approve the eleventh amendment.

THE CITY OF NEWPORT RESOLVES AS FOLLOWS:




Section 1. Minor Amendment Eleven to the South Beach Urban Renewal Plan and Report is hereby adopted as attached in Exhibit A.

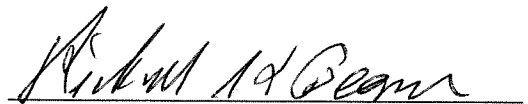
Section 2. The Executive Director of the Newport Urban Renewal Agency is hereby directed to record Minor Amendment Eleven to the South Beach Urban Renewal Plan and Report with the Lincoln County Clerk and shall distribute a copy of the adopted document to the governing bodies of the taxing entities within the district.

Section 3. This resolution shall be effective immediately upon passage.

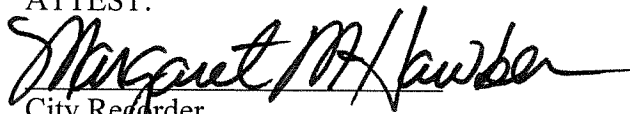
Adopted by the Newport City Council and the Newport City Council acting as the Newport Urban Renewal Agency on November 17, 2014.

Signed on November 18, 2014.

  
Sandra Roumagoux  
Mayor

  
Richard Beemer  
Chair, Newport Urban Renewal Agency

ATTEST:

  
City Recorder

**CITY OF NEWPORT  
MINOR AMENDMENT ELEVEN TO THE SOUTH BEACH URBAN  
RENEWAL PLAN AND REPORT**

**Exhibit A, City of Newport Resolution No. 3695**

**November, 2014**

**An Update of the Sixth Amendment  
Prepared by Consultants:**

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## I. URBAN RENEWAL PLAN AMENDMENTS

The South Beach Urban Renewal Plan was adopted in 1983. Since its adoption, the Urban Renewal Agency has executed six minor (Amendments 3, 6, 7, 8, 9 and 10) and four substantial amendments (1, 2, 4 and 5). The purpose and date of adoption for each amendment is noted below.

<b>Amendment I</b>	Newport Urban Renewal Agency Lincoln County Commission	April 8, 1987 Feb 25, 1987
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Provides a project outline for:

- Site acquisition of the public viewing aquarium,
- Land acquisition for Highway 101 access roads.
- Site acquisition and construction of the Wastewater Treatment Plant
- Airport frontage road improvements, and
- Site acquisition and construction of an Exhibition Building.

<b>Amendment II</b>	Newport Urban Renewal Agency Lincoln County Commission	October 14, 1987 September 16, 1987
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Deletes two land areas from the District:

- South Beach State Park/South Jetty area (411.16 acres)
- Newport Airport and a portion of forested land north of the airport. (565.14 acres)
- Total area removed from the Urban Renewal District: 976.30 acres

<b>Amendment III</b>	(Minor) Newport Urban Renewal Agency September 11, 1991
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Proposes to finance the Plan through tax increment financing and that no bonded indebtedness shall be issued after December 31 2010. Defines Substantial Amendment as equivalent to a Major Amendment and defines Minor Amendments.

<b>Amendment IV</b>	Newport Urban Renewal Agency Lincoln County Commission	May 13, 1998 April 29, 1998
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Established a maximum level of indebtedness in the amount of \$38,750,000 and selected Option "One" for the method to collect ad valorem property taxes

<b>Amendment V</b>	Newport Urban Renewal Agency Lincoln County Commission	February 2, 2009 January 14, 2009
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The purpose of Substantial Amendment V was to reduce or eliminate the blighted conditions in the district and extend the effective period of the plan from 2010 to 2020. The blighted conditions in the district include:

- Sub-Standard street improvements, rights of way and traffic signalization and management.
- Incomplete pedestrian/bicycle circulation systems and Tsunami evacuation routes.
- Inadequate water storage capacity and distribution lines.
- Under sized or absent sanitary sewer collection service lines.
- Incomplete winter storm water management systems

- Inadequate neighborhood recreation facilities and open space.

New projects were identified based on more recent planning and engineering plans. A new revenue forecast, revenue bond strategy and phased implementation program was prepared.

**Amendment VI** (Minor) Newport Urban Renewal Agency May 3, 2010

Revised the phasing and financing of the projects in Substantial Amendment 5 to improve ingress and egress to the new NOAA Pacific Marine Operations Center and adjacent existing attractions. The amendment also included revisions to the tax increment revenue forecast, as well as a new schedule of existing debt service obligation resulting from refinancing said debt.

**Amendment VII** (Minor) Newport Urban Renewal Agency Nov. 1, 2010

Amendment VII identified the acquisition of a natural coastal gully and foredune area adjacent to South Beach State Park as a specific Neighborhood Park/Open Space Site acquisition project. The property is roughly 2.5 acre in size and includes portions of Blocks 7, 8, 10, 11 and 15 of the Waggoner's Addition to South Beach subdivision.

**Amendment VIII** (Minor) Newport Urban Renewal Agency Oct. 17, 2011

Shifted \$200,000 in funding for tsunami evacuation route improvements from Phase 2 to Phase 1 and identifies Safe Haven Hill as a specific project. To avoid impacting revenue estimates for each Phase, \$200,000 of funds programmed for right-of-way acquisition was shifted from Phase 1 to Phase 2.

**Amendment IX** (Minor) Newport Urban Renewal Agency Sept. 17, 2012

Incorporated Coho/Brant Infrastructure Refinement Plan Tier 1 and Tier 2 priority projects into Phases 2 and 3. Updated descriptions and cost estimates for intersection improvements at US 101 and 32<sup>nd</sup> Street, US 101 and 35<sup>th</sup> Street, US 101 and 40<sup>th</sup> Street, and US 101 and 50<sup>th</sup> Street, along with shared use path/sidewalk improvements to Ferry Slip Road to align with adopted amendments to the Newport Transportation System Plan. Shifted a portion of planned sidewalk work for SW Abalone from Phase 3 to Phase 2.

**Amendment X** (Minor) Newport Urban Renewal Agency Sept. 4, 2013

Moved \$850,000 for the extension of SW Abalone Street from SW 29<sup>th</sup> to SW Anchor Way from Phase 3 to Phase 2 to fund access improvements for OMSI's new Coastal Discovery Center. Shifted \$390,000 from Phase 1 to Phase 2 as match to State funding for 35<sup>th</sup> Street – 101 to Ferry Slip Road commercial street and signal project, and added \$125,000 to Phase 2 for right-of-way acquisition. Eliminated funding for multi-use path along west side of SW Abalone between the Bridge and 29<sup>th</sup> Street because project has been funded with other resources. Moved \$1,000,000 programed for the extension of sewer service to the airport from Phase 2 to Phase 3. Reduced the projected annual revenue growth rate from 7.1% to 3.0% for Phases 2 and 3 and updated corresponding revenue projections.



## II. URBAN RENEWAL REPORT MINOR AMENDMENT XI

Minor Amendment XI adjusts the budgets of Phase 2 projects to provide \$1,540,000 in funding for the Agency to purchase a 2.33 acre parcel at the NE corner of US 101 and 35<sup>th</sup> Street (Portion of Lot 2, Block J, Harborton Subdivision). This strategic site acquisition, in the near term, provides the Newport Urban Renewal Agency control over a parcel of land that is pivotal to the planned installation of a signalized intersection at 35<sup>th</sup> Street and US 101, extension of 35<sup>th</sup> Street from US 101 to Ferry Slip Road, widening of Ferry Slip Road, and installation of sidewalk along the east side of US 101, as the property will be impacted on three sides by these planned improvements. Construction is scheduled to occur between 2015 and 2018, so the acquisition is timely. After the infrastructure work is completed, the Agency will clear the site and develop a plan, with public input, to sell the parcel for commercial development. Emphasis will likely be placed on attracting a developer interested in constructing retail service uses (e.g. grocery store, gas station, restaurant, etc.) as such uses are critical to the continued economic growth of South Beach. Proceeds from the sale will be used to accelerate the urban renewal district's debt retirement.

Specifically, this minor amendment consolidates Phase 2 funding for strategic site acquisition for reuse; site preparation for reuse; and acquisition for economic development, community facilities, and affordable housing under the heading of "strategic site acquisition for reuse" and increases the budget from \$500,000 to \$1,540,000 for the purpose of purchasing the above referenced property. To offset this increase, \$100,000 in funding for a wetland mitigation bank and \$150,000 earmarked as match for street paving LIDs in the Coho/Brant neighborhood is being eliminated. These projects will not be undertaken during Phase 2 (2013-2016) and there is funding earmarked for both in Phase 3 should the projects become viable at that time. Further, funding for the construction of a SW 26<sup>th</sup> Street Lift Station is being eliminated because it is unlikely to be needed in Phase 2 and if needed could be funded by a private developer. Funding for right-of-way acquisition is reduced to \$265,000. This is reasonable given that acquisition of the parcel at the NE corner of US 101 and SE 35<sup>th</sup> Street negates Agency's need to purchase right-of-way at that location. Lastly, funds for park, open space, and trail acquisition have been reduced to \$50,000. The only project of this nature planned for Phase 2 is the construction of a trail from SE Chestnut Street to the Oregon Coast Community College. The trail alignment is only partially within the urban renewal district, and the \$50,000 represents the Agency's proportional contribution. In sum, the reductions listed, in conjunction with \$420,000 in unexpended funds from Phase 1 off-set the increase in funding for site acquisition so that the total amount of the planned borrow for Phase 2 construction funds is unchanged at just under \$5,400,000.

This minor amendment rounds out improvements and acquisitions Agency is likely to perform during Phase 2 of the Plan. Close to \$2 million in additional funding has been secured from the State of Oregon, over \$500,000 from FEMA, and \$500,000 from the Oregon Museum of Science and Industry (OMSI) to supplement Agency resources. Projects listed as part of Phase 2 that are not revised with this amendment are largely transportation system improvements; those costs will be shared with these partners. They were conceptually developed with significant public input and are currently under design. Given the time and resources it takes to plan, design and engineer infrastructure improvements, any new projects of that nature will fall within the Phase 3 construction window (2017-2020).

### III. RELATIONSHIP BETWEEN THE PROJECTS TO BE UNDERTAKEN WITH THE AMENDMENT AND THE EXISTING CONDITIONS IN THE AREA

The physical and economic conditions described in the original Environmental Assessment and the Supplemental Report have improved within the past twenty-five (25) years. However, many areas remain deficient relative to vehicular and pedestrian circulation, utility services, storm water management, and public recreation and open space.

The amendments address these deficiencies by providing for the acquisition of a parcel of land that is needed to facilitate planned transportation improvements and can be resold once those improvements are in place to attract retail service uses to the area that support the growth of South Beach. Construction of the 35<sup>th</sup> Street and US 101 intersection; relocation of the signal from 32<sup>nd</sup> Street and US 101 to 35<sup>th</sup> Street; widening of Ferry Slip Road with a new multi-use path; and the installation of sidewalk along the east side of US 101 will improve traffic flow and mobility. This partnership with the State will also complete the street and bike/pedestrian network in this portion of South Beach creating opportunities for properties in the area to develop or redevelop in a manner that enhances the overall tax base.

South Beach lacks retail service uses, which means that employees and residents in the area must travel north over the Yaquina Bay Bridge to meet those needs. This is manageable for persons who are driving, but is not a viable option for pedestrians or bicyclists. As residential and employment growth continues in South Beach, the need for more convenient retail services will become more pressing. This is an economic development issue. For example, Oregon State University is undertaking an initiative to expand its Hatfield Marine Science Center (HMSC) campus from 50 to 500 students over the next 10 years. This will require additional student housing. Preliminary discussions are underway as to how that need will be met, and while there are many good arguments for locating the housing in South Beach, in close proximity to the campus, the lack of retail services in the area to serve those students is a challenge. At 2.33 acres, the parcel at the NE corner of US 101 and 35<sup>th</sup> Street is sized such that it can accommodate a range of retail service uses, and the new signal and related transportation improvements will make it more attractive for this purpose. By acquiring the property, the Agency can prepare the site for future retail use by demolishing existing structures and ensuring all needed infrastructure is in place. The Agency will also be in a position to actively market the site for complimentary use and has the flexibility to negotiate a resale price that is attractive to a commercial developer provided it is convinced that the end result will help to revitalize the area over the long term.

**A. PROJECT PHASES**

The projects proposed to implement the South Beach Urban Renewal Plan are organized into three phases consistent with Substantial Amendment 5. Minor Amendments 6, 7, 8, 9, and 10 refined the listed projects and made adjustments to the timing of the work. Minor Amendment XI makes further refinements and adjustments, as follows:

**1. Phase 1 – 2009/12**

Phase 1 is complete and \$420,000 of unexpended construction funds from this phase is being applied towards the extension of SW 30<sup>th</sup> Street (\$150,000) and the extension of SW Abalone Street (\$270,000), both of which are Phase 2 projects.

**2. Phase 2 – 2013/16**

Funding for strategic site acquisition for reuse; site preparation for reuse; and acquisition for economic development, community facilities, and affordable housing has been consolidated under the heading of “strategic site acquisition for reuse” and increased from a collective total of \$500,000 to \$1,540,000 for the purpose of purchasing the 2.33 acre parcel at the NE corner of US 101 and 35<sup>th</sup> Street (Portion of Lot 2, Block J Harborton Subdivision. Funding for wetland mitigation bank, SW 26<sup>th</sup> Street Lift Station, and match for street paving LIDs in the Coho/Brant neighborhood is eliminated. Funding for right-of-way acquisition is reduced to \$265,000. Funds for neighborhood park, open space, and trail acquisition have been reduced to \$50,000, an amount that will be a contribution toward a trail that is to be constructed from SE Chestnut Street to the Oregon Coast Community College. In sum, the reductions listed, in conjunction with the \$420,000 in unexpended funds from Phase 1 off-set the increase in funding for site acquisition so that the total amount of the planned borrow for Phase 2 construction funds is unchanged at just under \$5,400,000.

**3. Phase 3 – 2017/20**

No changes are being made to Phase 3 projects.

## B. PROJECTS AND COST ESTIMATES

### 1. Phase 1 – 2009/12

PUBLIC RIGHTS OF WAY	Cost Estimate	URA Portion
Streets		
<del>Ash St. Design &amp; Construct</del>	<del>425,000*</del>	<del>425,000*</del>
<del>Coho/Brant Area – Plan and Design</del>	<del>70,000*</del>	<del>70,000*</del>
<del>Coho/Brant Area – Construct</del>	<del>850,000</del>	<del>550,000</del>
<del>Marine Science Drive</del>	<del>2,304,000</del>	<del>1,138,000</del>
<del>Realign Rogue and 25th</del>	<del>448,000</del>	<del>448,000</del>
<del>Pacific Way Improvements</del>	<del>251,000</del>	<del>251,000</del>
Sidewalks		
<del>OSU Dr. to Marine Sc. Dr.</del>	<del>70,000</del>	<del>0</del>
<del>OSU Dr. (Abalone to Ferry Slip)</del>	<del>67,500</del>	<del>67,500</del>
Acquisition		
TSP Projects - right of way	300,000	150,000
UTILITIES		
Water		
<del>Hwy 101 – 40<sup>th</sup> to 50<sup>th</sup></del>	<del>320,000*</del>	<del>320,000*</del>
<del>Sanitary Sewer line same ROW</del>	<del>600,000</del>	<del>477,000</del>
PUBLIC AMENITIES		
Neighborhood Park/Open Space Site	275,000	125,000
Acquisition (OPRD Grant \$150,000)		
<del>Purchase of 2.5 acre coastal gully</del>	<del>225,000</del>	<del>225,000</del>
<del>&amp; foredune site adjacent to South</del>		
<del>Beach State Park</del>		
ACQUISITION/DEVELOPMENT	0	0
COMMUNITY IMPROVEMENT PROGRAMS	0	0
SPECIAL PROJECT IDEAS		
Wetland Planning/Mitigation Bank	200,000	200,000
Trails – easement acquisitions	100,000	100,000
<del>South Jetty Trail</del>	<del>317,000</del>	<del>317,000</del>
<del>Tsunami Evacuation Route</del>	<del>557,000</del>	<del>200,000</del>
<del>Improvements for Safe Haven Hill</del>		
Total:	\$7,028,500	\$4,248,500
Revenue Estimate (7.1% growth)		\$4,774,000

\* These projects were budgeted at the time of Substantial Amendment No. 5 and have never been included in the revenue estimates.

Note: Projects shown in ~~strikeout~~ have been completed. Urban renewal funds for projects depicted in *italics* have been budgeted for expenditure. It is unlikely that any other listed Phase 1 projects will be funded.

## 2. Phase 2 – 2013/16

PUBLIC RIGHTS OF WAY	Cost Estimate	UR Portion
<u>Streets</u>		
35th St. – 101 to Ferry Slip Road	\$2,167,000	\$1,390,000
Commercial Street Prototype, relocate 32nd Street Signal, widen Ferry Slip (Coho/Brant Projects #10 and #11)		
Anchor Way 35th to 40th	\$0	\$0
<u>Sidewalks</u>		
Ferry Slip Rd - 29th to Marine Science Dr. (Shared use path and Sidewalk, SB Peninsula Refinement Plan)	\$104,000	\$104,000
SW Abalone – Marine Science Dr. to Abalone extension (Coho/Brant Project #13A)	\$325,000	\$0
<u>Acquisition/Development</u>		
<b>TSP Projects - right of way</b>	\$450,000	<del>\$375,000</del> <b>\$265,000</b>
<u>Existing Street/ROW improvements including: paving, storm water, pedestrian/bicycle paths and landscaping:</u>		
SW Abalone St – SW 29th to Anchor Way (Coho/Brant Project #8 (Moved from Phase 3))	\$1,773,000	\$850,000
SW 27th – SW Brant to SW Abalone (Coho/Brant Project #2A)	\$145,000	\$145,000
SW 30th – SW Brant to SW Abalone (Coho/Brant Project #5)	\$311,000	\$150,000
SW Brant – SW 27th to SW 30th (Coho Brant Project #7)	\$707,000	\$707,000
SE Ferry Slip Rd – 32nd to Ash	\$144,000	\$144,000
<b>Match for LIDs formed to implement Tier 2 and Tier 3 Coho/Brant improvements</b>	\$150,000	<del>\$150,000</del> <b>\$0</b>
SW Abalone & SW 35th St. Stormwater Improvements (Coho/Brant Project #18)	\$84,000	\$42,000
SW 26th St. and SW Brant St. Stormwater Improvements (Coho/Brant Project #17)	\$84,000	\$84,000
UTILITIES		
<u>Sewer</u>		
<b>SW 26th Street Sanitary Lift Station Upgrade (Coho/Brant Project #16)</b>	\$110,000	<del>\$140,000</del> <b>\$0</b>
<u>Utility Lines</u>		
Bury existing/new lines underground	\$300,000	\$300,000
PUBLIC AMENITIES		
Neighborhood Park Development	\$350,000	\$0
Neighborhood Park/Open Space/Trail Acquisition or Development:	\$200,000	<del>\$200,000</del> <b>\$50,000</b>
<b>Funding for contribution toward SE Chestnut Street trail project</b>		
ACQUISITION/DEVELOPMENT		
Strategic Site Acquisition for Re-Use:	\$250,000	<del>\$100,000</del> <b>\$1,540,000</b>
<b>Purchase of parcel at NE Corner of US 101 and 35<sup>th</sup> Street</b>		<b>(Note: figure includes \$420,000 unexpended Phase 1 funds)</b>
<b>Portion of Lot 2, Block J, Harborton</b>		
<b>Site Prep for Re-Use</b>	\$100,000	<del>\$100,000</del> <b>\$0</b>
<b>Strategic Site Acquisition for Economic Development, Community Facilities, and Affordable Housing</b>	\$500,000	<del>\$300,000</del> <b>\$0</b>
SPECIAL PROJECT IDEAS		
<b>Wetland Mitigation Bank</b>	\$100,000	<del>\$100,000</del> <b>\$0</b>
Total:	\$8,354,000	\$5,771,000 -\$420,000 \$5,351,000
Revenue Estimate (3.0% growth)		\$5,370,000

Note: Project descriptions and figures in **bold** are revisions proposed with this amendment.

### 3. Phase 3 – 2017/20

PUBLIC RIGHTS OF WAY	Cost Estimate	UR Portion
Streets		
40 <sup>th</sup> and 101 Signal and Intersection Improvements (Moved from Phase II)	\$2,624,000	\$1,000,000
50 <sup>th</sup> and 101 Intersection Improvements	1,970,000	400,000
Sidewalks		
Abalone St. – Abalone extension to US 101 (Coho/Brant Project #13B)	165,000	0
35 <sup>th</sup> St. – Ferry Slip to estuary turn)	400,000	400,000
Acquisition/Development	250,000	0
Existing Street/ROW improvements including: paving, storm water, pedestrian/bicycle paths and landscaping		
Match for LIDs formed to implement Tier 2 and Tier 3 Coho/Brant improvements	200,000	200,000
UTILITIES		
Water		
12" Bay Under-crossing Pipeline	995,000	795,000
King Ridge Reservoir (15% of Cost)	196,200	0
Sewer		
101 Gravity line south to Airport (Moved from Phase 2)	1,000,000	1,000,000
Henderson Creek Piping	280,000	280,000
Henderson Creek Lift Station	323,000	323,200
Storm		
Project 5a – Redirect Drainage	1,480,000	1,480,000
Utility Lines		
Bury existing/new lines underground	200,000	200,000
PUBLIC AMENITIES		
Street Tree and Open Space Planting	100,000	100,000
Street Furniture	50,000	50,000
Gateway to South Beach	700,000	100,000
Neighborhood Park/Open Space Acquisition	200,000	200,000
COMMUNITY IMPROVEMENT PROGRAMS		
Fund Storefront Facade Loan/Grant Program	100,000	100,000
SPECIAL PROJECT IDEAS		
Trails – Acquire and Develop	100,000	100,000
Coastal Gully Open Space Improvements	200,000	200,000
(Coho/Brant Project #19)		
SW Coho St, SW 29 <sup>th</sup> St to Jetty Way	100,000	100,000
(Coho/Brant Project #12)		
Tsunami Evacuation Route Improvements	200,000	200,000
Wetland Mitigation Bank	100,000	100,000
Total:	\$12,706,200	\$7,328,200
Revenue Estimate (3.0% growth)		\$7,360,000
Grand Total for Phases 1 through 3 Projects		\$16,927,700

### **C. ESTIMATED COMPLETION DATE**

The projects planned to be accomplished within the next ten years are expected to be awarded no later than December 31, 2020 and completed in a timely manner. The projects are divided in to three phases. The agency may adjust the design and construction of specific projects depending on the needs of the community and the urban renewal district as a whole.

- Phase 1 2009-2012
- Phase 2 2013-2016
- Phase 3 2017-2020

The three phases will enable the agency to plan and implement the financial plan in Section V.

**A. ANTICIPATED TAX INCREMENT FUNDS**

As stated in Oregon Revised Statutes Chapter 457 (ORS 457), tax increment funds are anticipated from growth in assessed value within the Area over the course of the Plan. Growth in assessed value is projected to occur through appreciation in property values ("appreciation percentage"), limited to no more than three percent annually, and through changes in property that add value that are "excepted" from the three percent limit. Such "exception value" results from factors such as subdivision or rezoning of land and from construction of improvements.

Table V-1 shows projections of growth in tax increment funds (i.e. expected tax increment revenue). The projections are based on reasonable expectations of near-term future development and utilize conservative assumptions about residential and commercial development that is likely to occur in the South Beach Urban Renewal District. Projections in Substantial Amendment 5 assumed average annual growth of 7.1%, with a temporary 75% reduction due to the slowdown in residential development. With the 10<sup>th</sup> Minor Amendment, a 3.0% average growth rate is assumed through 2027 with actual figures being used through fiscal year 2012-2013. The projections also assume a tax collection rate of 94.2%.

**Table V-1:**  
**Urban Renewal Area Tax Increment Revenue Estimates**

<b>Year</b>	<b>SB-URD Annual Revenue</b>	<b>SB-URD Cumulative Revenue</b>
2009-10	\$1,782,653	\$1,782,653
2010-11	\$1,848,185	\$3,630,838
2011-12	\$1,808,906	\$5,439,744
2012-13	\$1,891,500	\$7,331,244
2013-14	\$1,948,245	\$9,279,489
2014-15	\$2,006,692	\$11,286,181
2015-16	\$2,066,893	\$13,353,074
2016-17	\$2,128,900	\$15,481,974
2017-18	\$2,192,767	\$17,674,741
2018-19	\$2,258,550	\$19,933,291
2019-20	\$2,326,307	\$22,259,598
2020-21	\$2,396,096	\$24,655,694
2021-22	\$2,467,979	\$27,123,673
2022-23	\$2,542,018	\$29,665,691
2023-24	\$2,618,279	\$32,283,970
2024-25	\$2,696,827	\$34,980,797
2025-26	\$2,777,732	\$37,758,529
2026-27	\$2,861,064	\$40,619,593

SOURCE: Lincoln County Assessor's Office and City of Newport



Unlike many urban renewal districts in Oregon, the SB-URD geographically spans six distinct property tax codes rather than one. For instance, the vast majority of assessed value in the District is within City of Newport jurisdiction (85%), but that portion only represents two of the six tax codes and combinations of local public service providers. Therefore, there are six different Measure 50 SB-URD tax code rates and six different projected assessed values. The tax increment projections are based on the combined value of the property tax codes and applicable tax rates for each affected taxing jurisdiction.

#### B. ESTIMATED AMOUNT OF MONEY REQUIRED UNDER ORS 457

The total expected tax increment revenue that is not committed to previous incurred debt, through 2027, is \$26,721,011. This revenue will be used to repay indebtedness incurred to finance Phase 2 and Phase 3 projects in this Plan Amendment. Table V-2 below shows the expected increment revenue and debt service schedule. Since Phase 1 is complete its debt service has been added to the existing debt service column. That is, columns "B" and "D" from the prior version of this table have been merged. Fiscal years 2014-15 and 2019-20, when the District is scheduled to incur debt for Phase 2 and Phase 3 projects, are highlighted.

**Table V-2:  
Projected Revenues, Debt Service and Other Expenditures**

	(A) URA Incremental Revenue 3%	(B & D) Total Existing Debt Service	(E) Remaining Uncommitted Revenue	(F) Phase II Debt Service	(G) Remaining Uncommitted Revenue	(H) Phase III Debt Service	(I) Remaining Uncommitted Revenue
2010-11	\$1,848,185	\$1,314,972	(\$480,394)		(\$480,394)		(\$480,394)
2011-12	\$1,808,906	\$1,339,603	(\$108,106)		(\$108,106)		(\$108,106)
2012-13	\$1,891,500	\$1,332,148	\$296,039		\$296,039		\$296,039
2013-14	\$1,948,245	\$1,376,405	\$921,331		\$921,331		\$921,331
<b>2014-15</b>	<b>\$2,006,692</b>	<b>\$1,215,078</b>	<b>\$1,588,657</b>	<b>\$729,700</b>	<b>\$321,892</b>		<b>\$321,892</b>
2015-16	\$2,066,893	\$1,221,148	\$2,262,910	\$729,700	\$1,049,851		\$1,049,851
2016-17	\$2,128,900	\$1,270,243	\$2,909,491	\$729,700	\$1,750,139		\$1,750,139
2017-18	\$2,192,767	\$1,243,638	\$3,559,315	\$729,700	\$2,453,669		\$2,453,669
2018-19	\$2,258,550	\$1,097,800	\$4,923,319	\$729,700	\$3,871,380		\$3,871,380
<b>2019-20</b>	<b>\$2,326,307</b>	<b>\$763,550</b>	<b>\$6,569,626</b>	<b>\$729,700</b>	<b>\$5,571,393</b>	<b>\$1,249,993</b>	<b>\$3,585,391</b>
2020-21	\$2,396,096	\$545,075	\$8,217,073	\$729,700	\$7,272,547	\$1,249,993	\$5,360,146
2021-22	\$2,467,979	\$609,675	\$9,972,659	\$729,700	\$9,081,839	\$1,249,993	\$7,243,039
2022-23	\$2,542,018	\$569,250	\$12,367,240	\$729,700	\$11,530,127	\$1,249,993	\$9,764,928
2023-24	\$2,618,279		\$14,833,659	\$729,700	\$14,103,959	\$1,249,993	\$12,412,361
2024-25	\$2,696,827		\$17,374,070		\$17,374,070	\$1,249,993	\$15,756,073
2025-26	\$2,777,732		\$19,990,694		\$19,990,694	\$1,249,993	\$18,446,297
2026-27	\$2,861,064		\$22,685,816		\$22,685,816	\$1,249,993	\$21,215,021
Term of Loan (Years)				10			
Total Amount Borrowed				\$5,370,656		\$7,360,087	

Individual columns of financial projections in Table V-2 are labeled and described as follows:

- (A) Annual Tax increment estimated to be collected by South Beach URA. Years 2010-11 and 2011-12 are actual tax increment received; Year 2012-13 is budgeted tax increment; Balance of years are increased at the conservative rate of 3% per year.
  - (B & D) Current Existing Debt Service, including Phase I Debt Service \*
  - (E) Revenue remaining after existing debt service obligation and reserve is met. \*\*
  - (F) New annual debt service to adequately fund projects identified in Phase II of South Beach URA Plan document, schedule to begin in FY 2014-15
  - (G) Revenue remaining after existing debt service obligation and reserve is met, Phase II debt service obligation and reserve requirements are met
  - (H) New annual debt service to adequately fund projects identified in Phase III of South Beach URA Plan document, schedule to begin in FY 2019-20
  - (I) Revenue remaining after existing debt service obligation and reserve is met, Phase II and Phase III debt service obligation and reserve requirements are met
- \* Phase I borrowing original plan to borrow \$4,773,611, the SB URA actually only borrowed \$2.1 Million and refunded existing debt to a lower rate a savings of \$558,561 over the life of the debt. Also the SB Construction Fund had a beginning Fund balance FY 2010-11 of \$2,177,128, this is prior to the \$2.1 Mil borrowing
- \*\* SB URA Debt Fund beginning Fund Balance for FY 2010-11 was \$743,331, as well as the loan reserves amount, there was never a negative fund balance.

Based on projections in Table V-2, revenues are expected to be sufficient to enable retirement of planned debt as early as FY 2023-24. To the extent that additional debt is taken on by the District in later years for circumstances currently unseen, substantial unobligated revenues expressed in Column (I) of Table V-2 would be reduced accordingly and retirement of all debt would be delayed to no later than FY 2026-27.

### C. ANTICIPATED YEAR IN WHICH INDEBTEDNESS WILL BE RETIRED

Table V-2 shows the anticipated schedule debt payment for existing debt and the Plan Amendment. All debts are scheduled to be retired by year 2027, though anticipated incremental revenues would be sufficient to retire all planned debt as early as fiscal year 2023-2024.

### D. PROJECTED REVENUES AND EXPENDITURES

Table V-2 shows the annual anticipated revenues and expenditures for the Plan Amendment. The revenues result from tax increment revenue that is not already committed to financing existing debt. The total debt service for existing debt is \$13,898,582. Expenditures are based on potential debt schedules to finance the projects described in Phases 2 and 3 of Section IV of this Plan Amendment. The total project costs and the Plan's share of those costs are also shown in Section V. For conservative revenue estimates, in addition to incremental tax revenues the District is assumed to realize 3% annual return on uncommitted revenues carried forward to the subsequent fiscal year.

### E. STATEMENT OF FISCAL IMPACT ON OTHER JURISDICTIONS UNDER ORS 457.420-457.440

The use of tax increment financing creates a fiscal impact on the taxing districts (e.g. the City, the County, the Community College) that levy taxes within the Area. This impact consists of those districts foregoing the taxes that would have been levied on the increase in assessed value within the Area while tax increment financing is in effect.

In order to project these impacts, it is necessary to estimate the growth in assessed value that would have occurred without the Plan. The Plan's projects are anticipated to create assessed value growth that would not occur but for the Plan. Therefore the taxes that are foregone are those resulting from projected development without the public improvements developed under the Plan. It should be noted that revenue estimates in Tables V-1 and V-2 are lower than projections in Table V-3 due to realized property tax collection loss at approximately 6%.

Table V-3 shows the revenues foregone by the affected taxing districts, through 2027. The revenues foregone by the taxing districts equal their permanent tax rates times the projected incremental assessed value, plus the tax rates associated with general obligation bonds approved by voters before October 2001 times the bonding district's incremental assessed value. Note that the property tax revenues foregone by the Lincoln County School District do not result in revenue

losses to the School District because of the system of state funding of K-12 education. The impacts are shown to illustrate what they would be if the school funding system is materially changed and property tax revenues become directly relevant. With Minor Amendment X, Table V-3 was amended to reflect a more conservative 3.0% annual increase in increment revenue.

The tax increment revenues terminate after 2027, and the additional revenues that are available to these taxing districts are projected to repay the districts for revenues foregone during the Plan.

**Table V-3:  
Projected Property Tax Revenues Foregone**

Taxing Districts																	
	City of Newport			Lincoln County School		Lincoln County		Newport RFPD	Pacific Community Hospital	Lincoln Cnty Library	Oregon Coast Community College	Lincoln Cnty Transportation	Lincoln Cnty Extension	Linn-Benton-Lincoln ESD	Port of Newport	Water - Seal Rock	
	Permanent Rate	GO Bond	GO Bond	Permanent Rate	GO Bond	Permanent Rate	GO Bond	Permanent Rate	Permanent Rate	Permanent Rate	Permanent Rate	Permanent Rate	Permanent Rate	Permanent Rate	Permanent Rate	Permane nt Rate	
Fiscal Year	5.5938	0.4348	0.9240	4.9092	0.7894	2.8202	0.0377	0.9108	0.3625	0.2465	0.1757	0.0974	0.0451	0.3049	0.0609	0.0126	Total Tax Revenue
2009-10	\$557,970	\$43,318	\$92,163	\$548,701	\$88,241	\$315,173	\$4,278	\$10,874	\$40,466	\$3,031	\$19,609	\$10,874	\$4,991	\$34,049	\$6,774	\$2,139	\$1,782,653
2010-11	\$579,776	\$45,096	\$95,736	\$570,165	\$91,670	\$327,498	\$0	\$11,459	\$42,139	\$3,142	\$20,330	\$11,274	\$5,175	\$35,485	\$7,023	\$2,218	\$1,848,185
2011-12	\$567,454	\$44,137	\$93,701	\$558,048	\$89,722	\$320,538	\$0	\$11,215	\$41,243	\$3,075	\$19,898	\$11,034	\$5,065	\$34,731	\$6,874	\$2,171	\$1,808,906
2012-13	\$640,651	\$0	\$105,735	\$629,491	\$0	\$361,655	\$0	\$13,619	\$46,531	\$3,594	\$22,509	\$12,484	\$5,864	\$39,154	\$7,755	\$2,459	\$1,891,500
2013-14	\$659,871	\$0	\$108,907	\$648,376	\$0	\$372,504	\$0	\$14,027	\$47,927	\$3,702	\$23,184	\$12,858	\$6,040	\$40,329	\$7,988	\$2,533	\$1,948,245
2014-15	\$679,667	\$0	\$112,174	\$667,827	\$0	\$383,680	\$0	\$14,448	\$49,365	\$3,813	\$23,880	\$13,244	\$6,221	\$41,539	\$8,227	\$2,609	\$2,006,692
2015-16	\$700,057	\$0	\$115,539	\$687,862	\$0	\$395,190	\$0	\$14,882	\$50,846	\$3,927	\$24,596	\$13,641	\$6,407	\$42,785	\$8,474	\$2,687	\$2,066,893
2016-17	\$721,058	\$0	\$119,006	\$708,498	\$0	\$407,046	\$0	\$15,328	\$52,371	\$4,045	\$25,334	\$14,051	\$6,600	\$44,068	\$8,728	\$2,768	\$2,128,900
2017-18	\$742,690	\$0	\$122,576	\$729,753	\$0	\$419,257	\$0	\$15,788	\$53,942	\$4,166	\$26,094	\$14,472	\$6,798	\$45,390	\$8,990	\$2,851	\$2,192,767
2018-19	\$764,971	\$0	\$126,253	\$751,645	\$0	\$431,835	\$0	\$16,262	\$55,560	\$4,291	\$26,877	\$14,906	\$7,002	\$46,752	\$9,260	\$2,936	\$2,258,550
2019-20	\$834,446	\$0	\$0	\$819,093	\$0	\$470,612	\$0	\$18,843	\$60,484	\$5,118	\$29,311	\$16,284	\$7,444	\$50,946	\$10,236	\$3,489	\$2,326,307
2020-21	\$859,480	\$0	\$0	\$843,665	\$0	\$484,730	\$0	\$19,408	\$62,298	\$5,271	\$30,191	\$16,773	\$7,668	\$52,475	\$10,543	\$3,594	\$2,396,096
2021-22	\$885,264	\$0	\$0	\$868,975	\$0	\$499,272	\$0	\$19,991	\$64,167	\$5,430	\$31,097	\$17,276	\$7,898	\$54,049	\$10,859	\$3,702	\$2,467,979
2022-23	\$911,822	\$0	\$0	\$895,045	\$0	\$514,250	\$0	\$20,590	\$66,092	\$5,592	\$32,029	\$17,794	\$8,134	\$55,670	\$11,185	\$3,813	\$2,542,018
2023-24	\$939,177	\$0	\$0	\$921,896	\$0	\$529,678	\$0	\$21,208	\$68,075	\$5,760	\$32,990	\$18,328	\$8,378	\$57,340	\$11,520	\$3,927	\$2,618,279
2024-25	\$967,352	\$0	\$0	\$949,553	\$0	\$545,568	\$0	\$21,844	\$70,118	\$5,933	\$33,980	\$18,878	\$8,630	\$59,061	\$11,866	\$4,045	\$2,696,827
2025-26	\$996,372	\$0	\$0	\$978,039	\$0	\$561,935	\$0	\$22,500	\$72,221	\$6,111	\$34,999	\$19,444	\$8,889	\$60,832	\$12,222	\$4,167	\$2,777,732
2026-27	\$1,026,264	\$0	\$0	\$1,007,381	\$0	\$578,793	\$0	\$23,175	\$74,388	\$6,294	\$36,049	\$20,027	\$9,155	\$62,657	\$12,589	\$4,292	\$2,861,064

## F. IMPACTS ON TAXPAYERS

This amendment to the phasing and financing of projects in Substantial Amendment 5, and subsequent amendments will not change the SB-URD's impact on taxpayers. General obligation bonds approved by voters before October 2001 are subject to the division of tax. There are five such general obligation bonds in the SB-URD. They are all scheduled to retire by 2019, prior to the previously scheduled sunset of the SB-URD. These bonds will continue to be subject to the division of tax, regardless of any extension to the SB-URD plan.

Any general obligation bonds approved after October 2001 are not subject to the division of tax.

## **NOAA MARINE OPERATIONS CENTER TAX REVENUE IMPACTS**

## NOAA MARINE OPERATIONS CENTER TAX REVENUE IMPACTS

The National Oceanic and Atmospheric Administration (NOAA) recently reconfirmed its decision to award the Port of Newport, Oregon its long-term lease decision for its Pacific Marine Operations Center (MOC). In response to this decision, the potential property tax revenue implications of this decision to Newport's South Beach Urban Renewal Area were evaluated.

### METHODOLOGY & LIMITATIONS

This analysis quantifies the tax revenue impacts for specific jurisdictions resulting from economic activity generated by NOAA's decision to relocate its Pacific MOC to Newport. At this time, little information is available regarding anticipated spending by the facility for on-going operations, repairs, etc. As such, we relied on secondary sources where possible, using our best estimate of historical operations activity in the Seattle area, the former home of the Pacific MOC.

Finally, in light of present uncertainty, where specific measures were not available, we established defensibly conservative estimates designed to err on a lower level estimate.

### FINDINGS

#### ESTIMATING PRIVATE MOC SPENDING LOCALLY

It was assumed that NOAA's Pacific MOC will spend roughly \$80 million annually on various operations, repair/maintenance activity, and various federal contracts related to these activities annually. This assumption was based on a July 2009 editorial in the Seattle Times co-authored by representatives from the Port of Seattle, Seattle City Council, the University of Washington, and a major NOAA MOC contractor in Seattle.<sup>1</sup> The editorial declared annual direct and indirect economic activity related to NOAA's MOC at roughly \$180 million annually. This figure was evaluated in light of other available information about other NOAA investments in the Seattle area to arrive at a more conservative estimate of \$80 million in direct activity, specifically in Newport.

**TABLE 1: BASELINE CONTRACT SPENDING**

BASELINE MOC SPENDING ASSUMPTIONS	
Total Estimated Direct Spending 1/:	\$80,000,000
Private Share 2/:	33%
Spending to Private Firms:	\$26,400,000
Newport's Capture of Private Spending 2/:	50%
Spending to Private Firms in Newport:	\$13,200,000

1/ Based on editorial in the Seattle Times, July 2009. Contributors included Jean Godden, Seattle City Council; Bill Bryant, Port of Seattle Commissioner, Steve Welch, CEO of Pacific Shipyards; and Mark Emmert, President of the University of Washington.

2/ Conservative assumptions made by Johnson Reid, LLC

<sup>1</sup> "NOAA Should Keep its Marine Operations on Lake Union." *The Seattle Times* July 30, 2009. Editorial Contributors included Jean Godden, Seattle City Council; Bill Bryant, Port of Seattle Commissioner, Steve Welch, CEO of Pacific Shipyards; and Mark Emmert, President of the University of Washington.



To estimate the **private development** impacts of this spending, we assumed that one-third of spending activity took the form of private contracts. This assumption is considered conservative based on our professional opinion.

Finally, we assumed that the Newport economy could capture half of the private contract spending of the Pacific MOC. This assumes that the remaining half of the activity would leak to other communities such as Portland, Astoria, or remain in Seattle. This process results in an approximation of \$13.2 million in annual contract spending estimated to be captured in the Newport economy.

## **TRANSLATING CONTRACT SPENDING INTO JOBS**

Estimates of direct and secondary (indirect/induced) job impacts were developed by utilizing impact multipliers from IMPLAN<sup>2</sup> (IMpacts for PLANing) economic impact analysis model. Developed by the Forest Service to assist in land and resource management planning, IMPLAN is an economic impact model designed for analyzing the effects of industry activity upon all other industries in an economic area.

Utilizing this methodology, we estimate a total of 100 private, permanent jobs resulting from NOAA spending in Newport, at least 63 of which would be direct employment due to federal contract awards for the local private sector.

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<sup>2</sup> Minnesota IMPLAN Group (MIG), Inc., Stillwater, Minnesota

**TABLE 2: JOB IMPACTS OF CONTRACT SPENDING**

<b>Contract Spending, Jobs, and Multipliers</b>		
Direct Private Contract Spending 1/:	\$13,200,000	<b>Multiplier</b>
Direct Jobs 2/:	63.4	4.8 jobs/\$1 million
Indirect & Induced 2/:	37.0	2.8 jobs/\$1 million
<b>Contract Jobs:</b>	<b>100.3</b>	
<b>Jobs By Industry Type</b>		
<b><u>Direct:</u></b>		<b>Jobs</b>
NOAA Contractors (Ship repair, research, etc.)		63.4
<b><u>Indirect/Induced 2/:</u></b>		
Food services and drinking places:		4.0
Real estate establishments:		2.6
Wholesale trade businesses:		2.6
Employment services:		1.3
Accounting, tax preparation, bookkeeping, and payroll services		1.3
Offices of physicians, dentists, and other health practitioners:		1.3
Private hospitals:		1.3
Civic, social, professional, and similar organizations:		1.3
Retail Stores - Food and beverage:		1.3
Other Retail/Commercial Services:		19.8

1/ From Table 1

2/ Jobs Multipliers generated by IMPLAN.

**CALCULATING THE SHARE OF JOBS CAPTURED BY SOUTH BEACH**

The industries identified in Table 2 into general land use types are based on the typical space utilization of each industry. This translates into roughly 66 industrial jobs, 25 commercial jobs, and 9 office jobs. Secondly, we apply a 20% capture factor for the South Beach district which translates into an estimate of approximately 20 jobs supported in the district.

**TABLE 3: SOUTH BEACH CAPTURE OF JOB IMPACTS BY LAND USE TYPE**

<b>Space Type</b>	<b>Total Newport Jobs Impacts 1/</b>	<b>South Beach Jobs Impacts 2/</b>
Industrial	66.0	13.2
Commercial	25.1	5.0
<u>Office</u>	<u>9.2</u>	<u>1.8</u>
<b>TOTAL:</b>	<b>100.3</b>	<b>20.1</b>

1/ From Table 2

2/ Assumes a conservative 20% capture rate for South Beach, Johnson Reid, LLC

## CONVERSION OF JOBS TO DEVELOPED SPACE

We then multiplied the number of estimated jobs captured in the South Beach District by a typical square footage per job by land use type. These assumptions are based on the U.S. Department of Energy's Commercial Building Energy Consumption Survey. This process yields an estimate of roughly 25,200 private, developed square feet supported by NOAA contract spending in South Beach.

**TABLE 4: PRIVATE EMPLOYMENT IMPACT DEVELOPMENT IN THE SOUTH BEACH**

Space Type	South Beach Jobs Impacts 1/	Est. Sq. Ft. per Job 2/	Est. Development Impacts (Sq. Ft.)
Industrial	13.2	1,510	19,932
Commercial	5.0	883	4,429
Office	1.8	468	865
<b>TOTAL:</b>	<b>20.1</b>	<b>N/A</b>	<b>25,226</b>

1/ From Table 3

2/ Calculated as a weighted average across industries based on Newport's existing distribution. Derived from The U.S. Department of Energy's Commercial Building Energy Consumption Survey. (2003)

## CONVERSION OF NEW DEVELOPMENT TO MARKET VALUE & TAXABLE ASSESSED VALUE

In Table 5, the supportable space was translated into land by standard Floor Area Ratios (FAR) by land use type, yielding an estimate of 2.0 improved acres. Secondly, we apply per acre development costs by land use type to each land/space estimate to calculate replacement cost of improvements. This analysis conservatively assumes market value is equal to replacement cost.

**TABLE 5: ESTIMATED MARKET VALUE GENERATED BY NOAA'S CONTRACT SPENDING LOCALLY**

Space Type	NOAA Impact	Assumed F.A.R 2/	Improved Acres	Per Acre Improvement Cost 3/	Est. Market Replacement Value	2009-10 CPR 4/	Taxable Assessed
Industrial	19,932	0.30	1.53	\$1,511,500	\$2,305,419	1	\$2,305,419
Commercial	4,429	0.25	0.41	\$1,971,000	\$801,636	0.58	\$464,949
Office	865	0.35	0.06	\$2,361,500	\$133,961	0.58	\$77,698
<b>TOTAL:</b>	<b>25,226</b>	<b>N/A</b>	<b>2.0</b>	<b>N/A</b>	<b>\$3,241,016</b>	<b>N/A</b>	<b>2,848,065</b>

1/ From Table 4

2/ Assumes a typical, low-rise development profile with 4 parking spaces per 1,000 square feet of space.

3/ RS Means Construction Cost Estimator

4/ Changed Property Ratio: The adjustment made from new improvement market value to taxable assessed value under Measure 50.

SOURCE: Lincoln County Assessor's Office and Johnson Reid, LLC

We then applied the Lincoln County 2009-10 Changed Property Ratio (CPR) by land use type, which revealed an estimated increase in taxable assessed value of \$2.85 million. Therefore, \$13.2 million in locally captured economic activity resulting from NOAA Pacific MOC decision is expected to translate into an increase of \$2.85 million in new, taxable assessed value in the South Beach Urban Renewal District.

## **CONTRIBUTION TO SOUTH BEACH URBAN RENEWAL DISTRICT GROWTH**

The estimated \$2.85 million in new, taxable assessed value as a result of NOAA facility-induced economic growth will directly contribute to the South Beach Urban Renewal District total, taxable assessed value and by extension, annual incremental tax revenue. The increase in assessed property value is equivalent to 2.9% of existing District value in 2009.

For purposes of conservative District revenue forecasting, we assumed the new, taxable assessed value would be constructed and enter the tax rolls in equal increments over a four year period. Therefore, in fiscal years 2011-12 through 2014-15, the District is assumed to grow by \$712,000 annually due solely to NOAA facility impact growth. Detailed projections of District property tax revenue growth are found in Table V-1 of the plan amendment report.